

# BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA



Volume 3, Number 4

Oct/Nov/Dec 1992

## EDITOR'S COLUMN

### We Get More and More Ink

Outsiders often ask "how come BMHA has grown so fast?" There could be lots of reasons: miniaturization of radios, hams' sudden interest in physical fitness, etcetera. I think the main reason is that we've been written up a lot lately. Why, in just the last couple of months BMHA has been bellybopped in *CQ*; in member Steve Roberts' *Hi-TECH Nomadness*; *Worldradio* (three times!); *Denver Post*; *Lynn, MA, Item*; and the newsletters of the Milford, MI, Amateur Radio Club and the Mohawk-Hudson, NY, Wheelmen.

As the guy says, we don't care what they say as long as they spell the name right. Well, that's only partially true. It is important that the details be there and correct. If you are writing a bicycle-mobile story for your own bike or ham club newsletter, we'd of course hope you'd mention BMHA. If space permits, you can write about the benefits of membership and the wide range of articles in our newsletter, but please make sure that you end up by saying "for a free sample copy of the BMHA Newsletter and other info about the club and how to get started in amateur radio, just send a business-size SASE to BMHA, Box 4009, Boulder CO 80306". It turns out our newsletter is a very effective recruiter of new members.

### Need Pix and Input

We plan to gather enough info to put together a modest "press release" — sort of an all-purpose bicycle-mobile article that would fit in most any kind of newsletter or newspaper. Please give this some thought and send in your ideas. We need your input.

And we desperately need photographs — pictures of you on your bike with radio gear plainly in view, groups of bikie/hams, shots taken at rescue sites, close-ups of on-bike gear, etc. Color prints are preferred. I just got a plea from an editor for pictures, PICTURES, of our activity. Load the camera, pick out a good picture site, call the bunch, schedule a shoot, use plenty of film, and send us the prints.

### Treasury Report

Fiscal year, July 1, 1991 to June 30, 1992.

Beginning bank balance:	9201.60	
Monies received:	1,587.98	
Total:		1,787.58
Expenses:		
Printing and Xerox:	543.70	
Postage:	416.92	
Stationery:	57.37	
Miscellaneous:	58.96	
Total Expenses:	1,076.95	
Bank balance on hand, June 30, 1992:		\$ 710.63



### Other Matters

We've had several requests for back issues. The price is \$2 each, postpaid. Send an SASE for the "index of back issues". This service is offered for members only.

Please send in your questionnaires, even if you've only filled in the first ten lines. We need the info to finish the survey of the membership.

In the "youngest member" competition we have a new winner: 9-year-old Hillary Hempstead, KB0KHM, of Bellefontaine, Ohio. Hillary, how about writing a piece for the newsletter?

As promised, the annual Membership List is included with this issue. The rather awkward layout is caused by the inflexibility of my database (it's part of Microsoft WORKS), and also by the fact that we now have too many members for one sheet of paper!

### Deadlines

I'd like to again invite all you bikie/hams to send in your writings about your rigs, your home-brewings, and your cycling adventures. To those already on assignment, please buckle down and send your stuff in. The next deadline is November 15.

—Harley Alley, NAGB, Editor



# TRAVEL & ADVENTURE

## *Pedaling thru Paradise..... Road-Testing an Ant and an HT*

Summer of '91 I had a cycling experience that, like fine wine, left a lasting pleasant taste to savor over and over. I joined a group of 18 cyclists from Atlanta who did the famous "Glacier/Waterton Loop" from Whitefish, Montana through Glacier and Waterton National Parks, and eventually back to Whitefish. I had done this trip once before with a Bicentennial group. If you ever get the chance, do it!

In the 18-man group were three hams, all equipped with 2 meter hand-helds. Don, KM4AS, Sam, WB4V5P, and I, WC4X, kept in constant communication using primarily 146.52 simplex, since very few repeaters could be reliably accessed. The entire group did the 350 mile loop, while I was fortunate to have an extra week and a willing companion for an additional 350 miles through Glacier, Banff, and Kootenay National Parks in Canada. We stayed at cheap motels and youth hostels in this true cycling paradise. The trip gave my current 2 meter set-up a real workout, and I am glad to say it passed with flying colors.



*Glaciers in sight, Ned grinds up a long hill.*

### **Ideal 2 meter set-up**

After experimenting with numerous 2M radio/antenna bicycle-mobile combinations over the years, I have found one that appears to be exceptional. First the radio, the Alinco DF-FIT. I'm completely happy with it. It's nicely compact and mounts easily to the side of my Cannondale handlebar bag and can be quickly put inside the bag when it rains.

Power for this extended trip was provided by 8 "C" alkaline cells in the bottom of the bag. This battery pack lasted the entire two weeks with continuous daytime monitoring in "battery saver" mode and occasional "medium power" (1W) transmission. The remote speaker/mic. was clipped to the handlebar bag. This was the most annoying and dangerous element of the set up -- for my solution to this problem see "The Bike Mike" on page 2 of the April '92 BMHA Newsletter.

### **The Antenna**

After reading Hartley's article in BMHA (April '91) about half wave antennas, I decided to try one. The approach is slightly different, but the results are excellent and easy to reproduce with stock parts. A Larson "Kul Duckie" KD14-1M-HW with a Larson accessory spring and a Radio Shack CB mirror mount (#21-937) form the basis of the system. The mount and spring were painted black to match my rack. The mount adapts without modification to the Blackburn rack, and it is solid.

### **Putting It Together**

Remove the antenna mounting hardware designed for HF antennas, and replace it with a BNC feedthru. The hole is already the correct size. A liberal amount of heat shrink tubing was applied to the loading coil/BNC connector to add in mechanical rigidity. It is mechanically more than adequate, and the spring will help in those occasions when you (and you will!) swing your leg into it. If you break the collapsible whip, a replacement can be obtained from Larson for about 5 bucks. I suppose this same arrangement could be adapted to the other commercially available half wave antennas designed for HT's with similar results. With the spring, it is necessary to slightly shorten the whip from maximum—but it is collapsible, and a quick SWR check will get the job done. This antenna works better than anything I have ever tried on the bike, and the total cost was only about 50 bucks.

—Ned Mountain, WC4X  
185 Carriage Sta. Cir.  
Roswell, GA 30075

## ABOUT BMHA

### *For the information of our first-time readers.*

Bicycle Mobile Hams of America got its start when a "Scurry" in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alkey, N40A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played in a packed house, overflowed the room, and added 34 names to our mailing list. Our '91 and '92 forums were again well-attended, and now BMHA is established as a "regular" at this world-renowned event.

This is the ninth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added over 15 new members. The total paid membership now stands at 193, with members in 33 states, Canada, Sweden and Germany.

BMHA membership includes: bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, membership directory, packet list, and the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. The membership application blank is on the next to last page.

## BM's OLDEN DAYS

*(Here's a letter from K2LCN, whose picture we ran in the last issue. You remember, it was a Stray from the July 1957 QST showing him with an array of 50's radio gear in his bicycle basket. -Ed.)*

Dear Hartley,

Thank you for sending along info on BMHA. I had not heard of it before.

The old tube experimental rig that I was using in that July '57 QST photo went out with the junk a long time ago. However, it worked quite well, went several miles on CW.

Well, here it is 35 years later and I'm now 49, but I'm still riding the bike. My present rig is a 2 meter HT with an MFJ halfwave antenna and MFJ speakermike attached to the shoulder strap of my biking jacket. **DO NOT WEAR HEADPHONES!** You will not hear approaching traffic and are flirting with death! Just talk sideways to the speakermike or wear a boom mike without 'phones and mount a pushbutton on the handlebars.

I use a regular bike light generator to recharge my nicad batteries. These are AC generators, so you can step them up and rectify if you need more volts. Use any small AC transformer. Incidentally, if you put a rubber hose washer on your light generator, it will not chew up your tire sidewall. When connecting to bike wiring, choose connectors which pull loose easily in emergencies. Don't use BNC and other locking connectors to your person.

I plan to put a "lift" on the rear wheel of my current 10 speed, so I can recharge while using it as an indoor trainer, or even turning the cranks by hand. (Sort of an A-shaped bracket on the rear axle.) With inexpensive solar cells now available, we should be able to mount one on a back pack, and eliminate generator drag on those long crosscountry trips.

I carry my HT on my belt when I operate bicycle-mobile. Here is an idea for an HT safety loop made from a dog leash clip that fastens to your belt loop. First remove the lanyard from the HT and loop it through the dog clip. Then thread the lanyard through the HT ring and clip it on one of your belt loops.

Now if the HT gets knocked off your belt, it can only fall the length of the lanyard. Dog clips are available at hardware stores for less than a dollar — certainly cheaper than a new HT!

—Pete Runtger, K2LCN  
48 Linden Ave  
Meruchen, NJ 08840

**Strays**

*In the last issue we ran this picture of Pete, K2LCN. It's from the July 1957 issue of QST magazine.*



## YOU & YOURS

### Prevention and Cure

As a physician, I have treated lots of bicycle-related medical problems. Most are minor, and most are preventable. Major injuries most often result from an encounter with a motor vehicle, and these require expert help. If you or a companion are involved in an accident resulting in head injury or broken bones, you need transportation to the nearest hospital. Don't move the victim, call the squad. (You always carry your HT or a quarter for the telephone, don't you?) Control brisk bleeding with direct pressure. CPR may be lifesaving, but is beyond the scope of this article.

Statistics show that only 10% of bike accidents resulting in injury involve a motor vehicle. Therefore, 90% are the result of falls, or collisions with dogs, other bikes, or stationary objects. Some of the most severe injuries I have seen resulted from simply falling from a bike. As you might expect, accident rates decrease as bicycling experience increases. Increased vigilance may prevent some of these mishaps, but those of us who ride bikes know that there is always some risk involved. When riding in traffic or less than ideal road conditions, you should QNT and pay attention to your riding until the situation improves.

Happily, most injuries are annoying, rather than life-threatening. Blisters are probably the most common, occurring anywhere your body contacts the bike. They can be prevented by the application of moleskin (available in drug stores, usually in the foot care section) to prints that you suspect might blister. I get blisters on the inside of my pinkie fingers after about 80 miles on the bike, and a piece of moleskin applied to the area before the ride completely prevents the problem.

Saddle sores are different. They are really furuncles, or boils, caused by bacterial skin infection. They can be prevented by wearing only clean shorts. Keep the bacteria out of the shorts by washing them (and you), and you'll likely avoid saddle sores. If you get them, you may have to quit riding for a while, and severe cases may require surgical drainage, so keep 'em clean.

"Road rash" results from abrupt contact with pavement. Key to healing is avoidance of infection. Soap and water are all that are required, but a surgical scrub brush (obtainable in drug stores) can help get gravel and cinders out of the wound. I still have a dark tattoo on my elbow as a result of imbedded cinders from a fall from a bike when I was twelve. Get the dirt out, and you'll heal faster.

Insect bites are a hazard of any outdoor activity. Meat tenderizer (like Adolph's) rubbed on the bite with a little water will take the itch away if you get it applied in the first 15 minutes. This helps with bee stings too, but is not as effective as on mosquito bites.

Should you carry a first aid kit? If I go on a long ride (more than 75 miles), I'll take a couple band-aids. Most injuries will require soap and water at the least, and at most an emergency room, and you certainly can't carry one of those with you. An HT or a quarter for the phone will usually get help when you need it.

One last caution: **WEAR A HELMET!** The most tragic bike injuries are the result of head trauma. 85% of bike-related fatalities are the result of head trauma. Properly fitted, well designed bike helmets are quite effective in minimizing brain injury. My head is the only part of my body worth protecting. If yours isn't, you don't need a helmet.

—Tom Kravak, M.D., WRTX  
1282 McCoy Rd  
Columbus, OH 43220

# ANTENNAS

## How to Build the MOB Stainless "J"

*(Ken is the president of the Downey (CA) ARC, which has 230 members, 40 of which are MOB - Mobiles On Bikes. The majority of the MOB use this antenna in his garage-classroom-workshop. Notice that Ken has provided dimensions for 144, 220, 440, and 1.2 GHz. For more on this very effective antenna and the MOB's use of it see Ken's letter on the next page. -Ed.)*

On simplica, using this antenna, I have made bike-to-car contact up to 80 miles and bike-to-base station contact over 100 miles with my ICOM 2AT at 2.5 watts out.

### Parts List

- Stainless steel rod 3/16" diameter
- Brass bar 1/4" x 3/4" x 2-1/2"
- Brass bar 3/8" x 3/8" x 3/4" (2 pieces)
- Acrylic bar 3/4" x 3/4" x 2-1/2"
- Acrylic bar 3/16" x 3/4" x 2-1/2"
- Threaded rod 3/8"-24 x 1-1/4"
- Set screws 8-32 (4 pieces)
- BNC chassis connector
- 4-40 machine screws 1" (2 pieces)
- 4-40 nuts (2 pieces)
- 4-40 star washers (2 pieces)

### Step 1

- Cut the 3/16" stainless steel to length and round off one end with file, belt sander or grinder (for corona effect).
- Length for 144 MHz is 62" and 19 3/4" (1 each)  
220 MHz is 38 1/2" and 13" (1 each)  
440 MHz is 19 7/16" and 6 5/8" (1 each)  
1.2 GHz is 6 7/8" and 3 3/8" (1 each)
- lightly sand and debur 1/4" of other end to prepare for silver soldering.

### Step 2

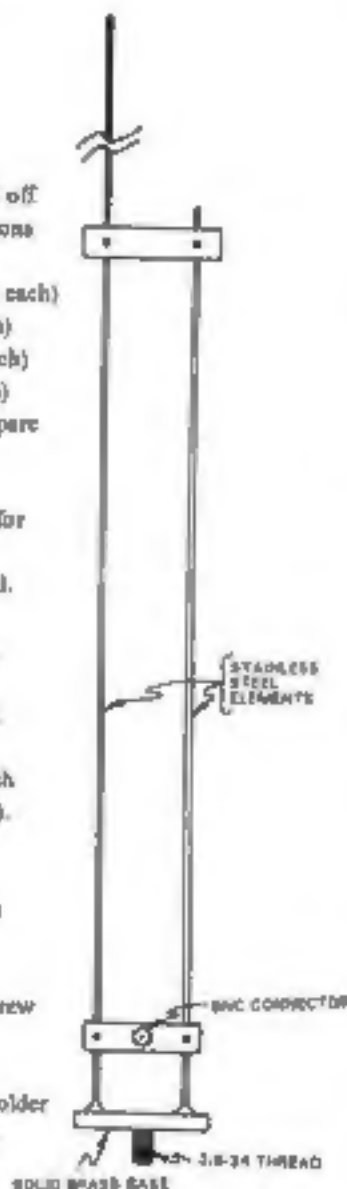
- Mark center of 3/4" brass bar and drill and tap for 3/8-24 threaded rod.
- Mark and drill holes for 3/16" stainless steel rod. Use #11 drill.  
Use 2" spacing center to center on 144 and 220.  
Use 1 1/2" spacing center to center on 440.  
Try 1 1/4" spacing center to center on 1.2 GHz.

### Step 3

- Mark spacing on 3/4" x 3/4" acrylic bar to match above and drill #11 holes (Not used on 1.2 GHz).
- On side (not end) of the bar drill and tap 8-32 hole to intersect and lock rod. Use #29 drill.  
Use tapered tap and bottoming tap to make clean

### Step 4

- Dip one end of 3/8" rod in silver solder flux, screw into 3/4" brass bar and silver solder. Drop into water to cool.
- Dip non-rounded end of 3/16" rods into silver solder flux and place in 3/4" brass bar on opposite side from threaded stud.
- Slide 3/4" Acrylic bar on other ends of rod to



maintain proper spacing of elements.

- Silver solder 3/16" rods to 3/4" brass bar. Drop into water to cool.

### Step 5

- Drill #11 hole in 3/8" x 3/8" bar 1/4" from one end.
- Drill #29 hole from side to intersect that hole.  
These are for set screws, will tap later.
- Drill #29 hole through bar 1/4" from other end, 90 degrees from #11 hole. (All the way thru on same side as other #29 hole.)

### Step 6

- Drill 3/8" hole in center of 3/16" x 3/4" acrylic bar.
- Slide small brass bars on rod with most of bar toward the center.
- Hold 1/4" acrylic bar in place and mark and drill 2-#29 holes to match the holes in the brass bar for set screws.
- Place a #29 drill in each hole and clamp the acrylic to the brass bar as they are lined up. (Clamp with vise-grips.)
- Drill a #29 hole through the acrylic to match the other #29 hole and install the 4-40 hardware with star washer. (Drill thru brass bar side.)
- Remove the #29 drill as guide and tap these holes for the set screws.

(You must remove the small brass bars from the rod so you can tap them properly.)

Again use tapered tap and bottoming tap to clean threads at center.

Tap the set screw threads with the acrylic and brass bar held together with the 4-40 screws, so the threads are continuous.

### Step 7

- Install BNC connector on 3/16" Acrylic bar. Use lug under nut for ground solder connection.
- Connect #16-18 wire from ground lug to brass bar on short 3/16" rod.
- Connect #16-18 wire from BNC center pin to brass bar on long 3/16" rod.
- Install set screws in bars but do not tighten.

### Step 8

- Place 3/4" x 3/4" acrylic bar near end of short section of 3/16" rod and tighten set screws.

### Step 9

- Mount antenna on ladder or stand for adjustment.
- Using a SWR meter and feeding with frequency you want to use, slide the 1/4" acrylic bar up and down until you have an SWR of 1:1.
- Back away from antenna 2' for test.
- Tighten the set screws on the 3/8" brass bars and antenna is ready to use.

### NOTES:

- On 440 and 1.2 GHz you may have to make holes in the 3/8" x 3/8" bars close to each other and cut bar shorter than 3/4" long to make space for the BNC connector.

—Ken Wahrenbrock, KF6NC  
9000 Chislar St.  
Downey, CA 90242-4928

# LETTERS

Dear Hartley,

Several of us in the Downey (CA) Amateur Radio Club have really enjoyed the BMHA Newsletter and the fun information included. The writeup on the RAGBRAI made me really think about traveling to IOWA this past summer.

Here is some info on this area.

The DARC annually provides MOB (Mobiles on bikes) for the Bell Garden Lion's Club "Tour de Sewer" which traverses two river bank paths and over Turnbull Canyon in Whittier. The riders choose metric century, half or quarter century paths. Our club covers all three routes and sweeps the courses for trailing riders. In addition members with HTs or mobiles are positioned at crucial turns and sag stops.

The Orange County Lung Association discovered us and utilizes several MOBs for their "Cruising the Coast" ride from San Juan Capistrano to San Diego. This is an overnight ride and invites many riders who have never even changed a tire. MOBs are spaced out on the route and provide a relay to sag wagons and sag stops when needed. Last year we had several accidents to report when autos and bikes on streets made contact.

Most of us use a J antenna mounted on the rear rack. This J is made of 3/16 stainless steel rod with brass base which is silver soldered. The plastic braces and connecting bar allow the SWR to be set at 1:1 very easily. I have made bike-to-auto mobile contact up to 80 miles and bike-to-base-station contact for over 100 miles with ICOM 2AT simplex. I have a converted adapter that uses 12V GelCell and provides 11.2 V for about 2.5 watts out. Others use sewer rigs with GelCell and have good distance also.

We have avoided VOX for the elimination of heavy breathing on hills and ramps. My headset PTT switch mounts on a reflector bracket (without the reflector) where I can easily control the rig with hands on the handlebars.

—Ken Wahrenbrock, KF6NC  
Downey Amateur Radio Club  
9609 Cheddar St.  
Downey, CA 90242-4928

Dear Hartley,

Thanks for the PROFILE in the July Newsletter. Was nice of Ed Hichak, WX2R to write it. Got back on my bike the day I read it, the first time for a month, and did a short 8-miler just to see how the hip was. Been walking four miles each morning now and all seems to be good, so on to more riding. The STP (Seattle to Portland) is happening this weekend and I've been watching enviously! Looking at working back up to riding a few miles. Want to be ready to do a certain 100 K on August 2nd. Thanks again, and also for all of your work and interest. 73.

—Ed C Hayes, N7CFA  
2628 Lilac St  
Longview, WA 98632

## BMHA NEWSLETTER

EDITOR: Hartley Alley, NAOA

### BOARD OF ADVISORS:

Russell Dwarshuis, K8BU Len Koppl, KD0RC  
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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

BMHA NEWSLETTER is the quarterly publication of the Bicycle Mobile Hams of America. Issued Jan, Apr, July, Oct.

TELEPHONE: 303-494-6559  
BICYCLE MOBILE HAMS OF AMERICA (BMHA)  
Box 4009, Boulder, CO 80306



## NEW MEMBERS

We're pleased to add these names to our Membership List:

Bill Clark, N1IQF, 1 Dresden Way, Londonderry, NH 03053  
Wm. Dockendorf, 7650 McCallum Blvd #2108, Dallas, TX 75252  
Curtis Erickson, N8ANA, 3425 Grove Valley, Palm Harbor FL 34683  
Lawrence Peman, 6763 Flower St, Arvada, CO 80004  
John Ferguson, N1IPT, 63 Pine Ridge Rd, Buzzards Bay, MA 02532  
Loren Gorch, N8NFB, 2475 Kingston Rd, Cleveland Hts, OH 44118  
Guy Hambley, AA7QZ, 1502 Madras St SE, Salem, OR 97306  
Joakim Karlsson, N1JHW, 11 Wood Lane Apt 7, Maynard, MA 01754  
David Karden, AD8Y, 2475 Kingston Rd, Cleveland Hts, OH 44118  
Jim Leggett, WA0RPI, 6708 El Av N, Minneapolis, MN 55445  
Mark Lewner, 1110 White Cliff Dr, San Jose, CA 95129  
Michael Purkin, 4277 Mackay Dr, Palo Alto, CA 94306  
Bob Peterson, KD6EPU, 2211 Supernova Ln, Culver City, CA 90230  
Ralph Samuelson, AA6MG, 850 Castro #300, Mountain View CA 94041  
Scott Seligman, KC6OCK, 3898 Magnolia #12, Palo Alto, CA 94306  
Glenn Thalheimer, N1GMB, 26 Kettner Dr #257, Billerica, MA 01821  
Bob Tree, N9HTP, 6436 Consumers Dr, Indianapolis, IN 46234  
Jim Zimmerman, K06VI, 1116 W Dallas St, Lancaster, CA 93536

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

# PUBLIC SERVICE

## Organizing Ham Support of a Century Ride

As cycling hams we're often asked to help with the communications for an organized ride. Here are a few proven and learned-by-experience tips to make your efforts successful.

The first thing to do, weeks before the event, is to get in contact with the ride organizers. Emphasize that you are there to provide a service to them, and that by being involved at the very beginning, you can help solve many of their logistical problems. The ride organizers seldom have a clue as to the capabilities of amateur radio, and, as you might expect, most hams don't understand cycling. A good understanding up front will let you know how large a staff you will need. The more you need, the earlier they must be recruited.

### Job Assignments

Don't assume that your volunteers know what to do. They will be looking to you for their job descriptions. Once the event starts, it's too late to get everyone to understand what they are to do. A brief written description of duties really helps. (This description should include proper net protocol.) Each ham assigned to a rest stop needs to take the initiative to get in touch with the person in charge of the stop. No one is going to know that the guy with the squeaky box is there to help if nothing is said.

Especially during longer events, people will be switched in and out, including net control. Trying to keep up with what call is assigned to what position is a logistic nightmare, and net control has more important things to do. To keep control, make a list of all positions and give each a tactical call — for instance, "Snack Stop Two". There will always be some ham who just doesn't seem to be able to respond to his tactical call. Make note of those on the sheet, and if they don't respond to the tactical call, give their FCC call. This keeps vital traffic moving, yet doesn't require net control to figure out who is at all the stations.

### Maps and Stops

Good maps are vital. Net control will be asked directions all the time. Hills can be formidable in some parts of the country. If someone wants off the ride and asks a ham for directions on the fastest way back to town, be careful that you or your crew doesn't route them up an eight percent grade! The same map provided to the riders needs to be in the hands of the radio operators.

Be sure to assign stop numbers for water stops or snack stops. Know what facilities are at each stop. Assign stop numbers so that there is no confusion as to which stop is on which route. Is stop one on the 100 mile route the same as stop three on the 25 mile route? This causes no end of problems, so get it established early what scheme you are using, then make sure all involved understand.

### Accident Reporting

Watch for "old" info. Occasionally riders will come flying into a rest stop with news of an accident or other incident. This is then dutifully reported to net control by the ham at the stop. Often this is something that happened earlier

in the day. Net control should determine validity, not the hams at the rest stop, as there are often similar things happening in similar locations. Don't let the reporting party get away until the situation is fully understood, and recorded by net control.

Bicycle rides are an ideal opportunity to practice good net operation procedures. Keep the chatter down, wait for the courtesy beep, and **PRIORITIZE**. Often someone calls something important in, only to have net control put them on indefinite hold while the frequency is being used to figure out which stop has too many oranges. Certain types of traffic should be moved to another frequency if possible. Occasionally, you will want to let a non-ham actually use the radio, but keep this kind of operation to a minimum. Typically these people try to use the radio like a phone. Doubling, speaking too softly, speaking too loudly all combine to slow things down.

### Details and Duties

Of critical importance is pairing an amateur operator with each vehicle, whether a sag, repair, emergency or other official vehicle. Make sure the tour director is included. We once spent most of an afternoon trying to catch a sag that had no radio. The sag was roaming around in a level area, while there were many calls for sags on a couple of killer hills.

If you need two frequencies (for instance, one for medical use, one for everything else) be sure to assign liaisons to monitor the second frequency for net control. Controlling a net on one frequency while monitoring another is seldom successful.

Use of CB simply doesn't work very well. In an effort to help, we often get volunteers from various CB clubs. They tend to spend their time driving to locations where they can contact their "base".

A few final thoughts: Know your repeater coverage, and try to use those best-suited to the location of the ride. If possible, have everyone go to their location before the day of the ride to work out any problems. And finally, be sure everyone has enough battery power to last their shift and then some. Good luck!

—Len Koppl, KD0RC  
1404 Dexter St.  
Broomfield, CO 80020



The author pauses at a rest stop on a Century Ride in the Colorado Rockies.

## CLUBS & EVENTS

### How We Run Our Club

After having both good and bad experiences on club rides I now ride with the Broward Freewheelers, which has as one of its main goals the educating of riders in safe cycling.

There are five different levels of rides, graded for difficulty, speed and distance.

A - Beginner	12-15 mph	10-20 miles
B - Novice	15-17 "	20-35 "
C - Intermediate	18-21 "	45 + "
D - Advanced	20-23 "	45 + "
E - Unlimited	23-26 "	45 + "

In addition we now have an all-terrain (ATB) schedule.

All participants must adhere to these rules:

1. Stop at all red lights.
2. You are expected to stop and aid fellow riders in distress.
3. Inform the ride leader if you are going to drop out of a ride.
4. Maintain the pace announced by the ride leader before start of ride.
5. HELMETS are required for all riders at all ride levels.
6. Keep in mind that this is a touring club, not a racing club.

### Special Events

There are also special event rides such as the Fourth of July Ride, the Labor Day Ride, and of course the Century Ride in the fall. We all look forward to the annual "Sights and Sounds" Ride, which takes place at night during the week before Christmas. Taken at a slow pace, this is a family event in which we decorate our bikes with lights and garlands and ride through the neighborhoods viewing all the holiday displays.

I'm quite active in the club, being on the membership committee and also helping out with communication on the big events such as the Century. You could say that we're one big happy family -- and it could be it's because the club is well organized. On club rides we all wear our club jerseys: highly-visible fluorescent yellow and black.

We even have a club hotline. Next time you're in the Fort Lauderdale area give it a call (305 390-3949) and join us on a club ride.

—Jeff Seltzman, WD4BWC  
11701 NW 32 Manor  
Sunrise, FL 33323-1215

## BMHA NET....ON 20

### Start the Fall with a Check-in!

It sure has been a lackluster summer here in the Midwest. Instead of our usual hot and dry weather, it's been cool with lots of rain. Actually it's been lousy bicycling weather.

My personal bicycling had to take a downturn this summer. I changed jobs in the spring, and in the shuffle my vacation time went to almost nil. However, I did get my usual work off for the great ride across Iowa, the one that's called RAGBRAI. I was happy to just pedal along in that great herd of 10,000-plus riders, enjoying every mile and every minute. And I managed to get away last weekend for the IOWA MS-150.

Because many of you were heavily involved with summer weekend cycling activities, we had the usual fall-off in number of net check-ins, as was to be expected. We still had quite a few good nets and most of the regulars were still there. Now that autumn is here I expect the usual flood of check-ins.

Last Sunday we had a special bicycle mobile check-in. Many of you met him, Ned Mountain, WC4X, at the Dayton BMHA forum. Ned made a special trip just to check in while pedalling along near his home in Georgia. He had a good 5-7 signal here in the Midwest. It always adds excitement to the net when we have a bicycle mobile check-in. Ned is one of the several who during the past year have signed into the BMHA net from a bike. Keep up the good work, Ned, and let's hear more bicycle mobile check-ins. (Let's hear one from California!).

Just a reminder that the BMHA 20 Meter Net meets on the 1st and 3rd Sunday of each month, on or near 14.253, at 0000 UTC. (That time is of course Sunday evening local time for all of us here in the continental US, even though 0000 UTC is the start of Monday morning UTC.) Also remember this will be one hour earlier for most of us when daylight savings time ends.

Keep up the pedalling and let's hear you on the net. We want to hear about your activities and those special projects you're working on. So get on the air and broadcast your thoughts and ideas on this good hobby of bicycle-mobiling. Keep us pedallin' and 73!

—Mike Nickolova, NFDN, BMHA Net Control  
316 E. 32nd St.  
S. Sioux City, NE 51176

## MEMBERSHIP APPLICATION

### BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Please complete and return to:

BMHA, Box 4009, Boulder, CO 80306

Date \_\_\_\_\_

Name \_\_\_\_\_ Call \_\_\_\_\_ License Class \_\_\_\_\_

Address \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_

Individual: \$10 per year \_\_\_\_\_ Family: \$15 \_\_\_\_\_ Foreign: \$15 \_\_\_\_\_  
(US & CAN)

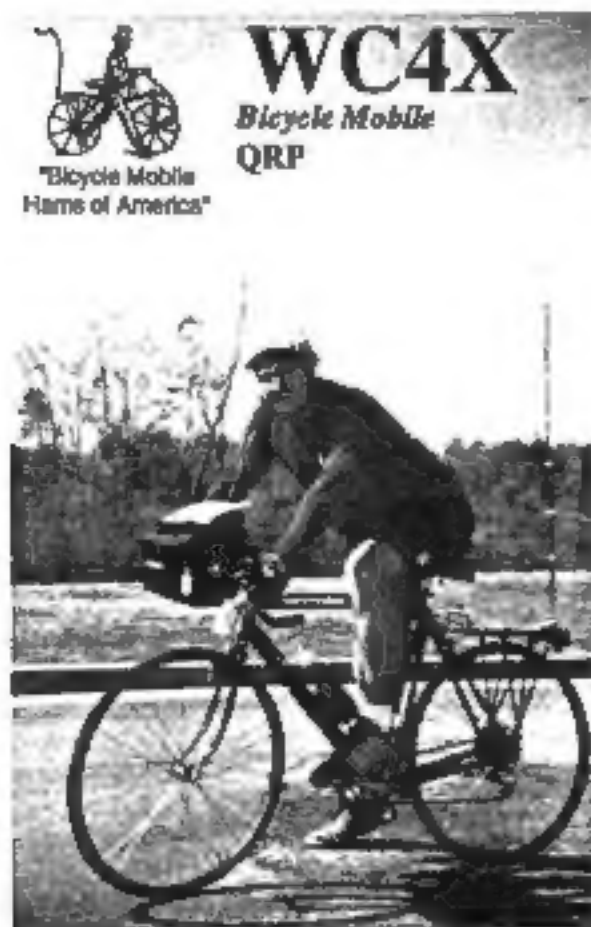
(Pay by check in US dollars or international money order)

(Make check payable to BMHA)

(check one) New Member \_\_\_\_\_ Renewal \_\_\_\_\_ Enclosed is my check for \$ \_\_\_\_\_

## QSL CORNER

In this space we feature QSL cards that have a bicycle-mobile motif. Send yours in. We'll run it.



### WC4X

Ned Mountain  
185 Carriage Station Circle  
Roswell, GA 30075

## BMHA NEWSLETTER

Bicycle Mobile Hams of America  
PO Box 4009  
Boulder, CO 80306

*Address Correction Requested*

First Class Mail

## BULLETIN

### 17 Meter HT's Now Available!

Several BMHA members took advantage of my purchase of 40, 20, and 15 meter Mizuho radios, and I think everybody is satisfied with their radios. (For complete details and performance of these remarkable radios, see Ned's article in the April '92 issue of the BMHA Newsletter. -Ed.)

I received word from Japan that Mizuho is making a run of 17 meter HT's, and I jumped on it because these things are very rare. Twenty radios are on order, and as of this date (17 August), only eleven remain for sale. The radios should be here in late September.

If you want one, please send a check to me for \$325 and I will ship the radio via UPS as soon as I receive them. Each radio will be equipped with crystals to cover both phone and CW bands, and a telescoping whip antenna.

It has been my experience that 17 meters is an excellent band for bicycle mobiling, with lots of DX and a tolerance for weak QRP signals. Incidentally, I still have one 15 meter HT left over from the first purchase.

If interested, please write or call:

—Ned Mountain, WC4X  
185 Carriage Station Circle  
Roswell, GA 30075  
(404) 992-8576 evenings and weekends

PS. Five cyclists and several non-cyclists took advantage of April '92 radio purchase. As best I can determine they are all feverously working to get on the air HF style from their bicycles. Keep you ears open and you might hear any or all of them check into the BMHA 20 meter net: KB8U, KK6KF, N7TAU, N8QLN, NU8N, and me, WC4X.

PPS. I have been hard at work on a design for a new HF bike-mounted antenna, based on the "Ham Stick", a \$17 HF whip. It looks very promising. If so, I'll write it up for the newsletter.